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NUMBER 18

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquês d'Araújo
HON. HENRY W. HILLIARD,
Minister.

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AMERICAN CONSULATE GENERAL.—Nº 30 Rua do
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Consul General.

BRITISH CONSULATE GENERAL.—Nº 30 Rua de
S. José. GEORGE THORNE RICKETTS,
Consul General.

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PERNAMBUCO RAILWAYS.

We gather from the *relatório* of the late
president of the province of Pernambuco,
which was presented to the provincial assem-
bly March 1, the following information on
the railways of that province:

Pernambuco Railway Prolongation.—The
road-bed of this line is already completed
and track-laying has been begun over an
extension of 30 kilometers—from Palmares
to Colonia Isabel. Besides this section there
are several others on which the works are
concluded, excepting some superstructures,
making an extension of 90 kilometers ready
for track-laying out of the total distance of
120 kilometers now under construction.

The amount of work done during the past
year was inferior to that of the year previous.
The average monthly expenditures on the
works during the past year amounted to
52,218\$750, and with the railway commis-
sion, including the disappropriation of the
Caruarú line, to 40,417\$742.

The total expenditures on this road from
the beginning of the work to the 31st of
October, 1880, were as follows:

Preparatory works.....	153,767\$8752
Cuttings, earth transporta- tion, etc.....	1,600,467\$882
Grading, ditching, paving, etc.	45,629\$247
Works of art.....	330,635\$712
Edifices.....	90,891\$507
Sleepers.....	77,983\$956
Telegraph line.....	17,714\$104

The "Recife a Caruarú" Railway.—The
surveys on this line from Pernambuco to
Victoria were concluded at the end of De-
cember, 1879, but an extension of 35 kilo-
meters more was included during the past
year. The surveys between Victoria and
Caruarú are now in progress, that part com-
prised in the Serra das Russas being consid-
erably advanced. A question has arisen
between this line and the S. Francisco line
relative to an invasion of the privileged zone
of the latter in the last 17 kilometers of the
37 out from Pernambuco. The dispute
should be settled by the concession of some
favor to the company whose privileged zone
has been invaded.

The "Recife ao S. Francisco" Railway.—
The year 1880 afforded the best results on
this line that have been known in the twenty
years of its existence, whether for the gov-
ernment whose guaranteed interest payments
were reduced from 670,486\$854 (1879) to
396,496\$067, or for the stock-holders whose
shares are now quoted at par in London, or
for that part of the province, traversed by
the line, whose sugar product, 794,234
bags, found an outlet to market over this
road. The passenger traffic of the road dur-
ing the past year was effected with regular-
ity. In the freight traffic, however, there
was an insufficient number of cars during
the sugar season to meet all the demands of
shippers, the stations sometimes being filled
to overflowing with bags of sugar awaiting
transportation. The terminal station of
Cinco Pontas proving insufficient to meet
the increasing demands of the sugar traffic,
and great confusion having arisen in the
handling of freights, a request was issued to
the planters early in December last that they
should withhold shipments for three days to
enable the employees of the road to remove

ometers, and at the end of February (1881)
will be completed to the end of the second
section—an extension of over 48 kilometers.

The rolling stock of the line consists of 5
locomotives, 2 first-class and 8 second-class
passenger cars, 30 open and 42 closed freight
cars. On the account of capital the company
issued its bonds in May, 1880, for the sum of
£300,000, and in June was permitted by the
government to realize the remainder of
£262,500.

The "Recife ao Coxanga" Railway.—This
line, including the Afflictos branch, has a
total extension of 18.6 kilometers. The
road-bed has been put in excellent condi-
tion, and the old iron track has been sub-
stituted by steel rails over nearly the whole
extension of the main line. The rolling
stock of the road is in a very unsatisfactory
condition. It is at present composed of 9
locomotives (4 only in service), 2 first-class
and 15 second-class passenger cars, and 12
platform and freight cars. Two more loco-
motives have been ordered in Europe. The
number of passengers carried during the
past year was 591,015, or 32,684 less than
during the preceding year. The total re-
ceipts were 218,135\$960 and the expendi-
tures 155,504\$942, leaving a balance of
62,631\$018. The receipts show an increase
over the preceding year.

*The "Recife a Olinda e Beberibe" Tram-
way.*—The finances of this line are in a highly
satisfactory condition. The balance sheets of
the company on the 30th June, 1880, show-
ed a surplus of 98,050\$310; the accounts
for the second half of the year have not yet
been liquidated. The capital of the com-
pany amounts to 500,000\$, in 2,500 shares,
in addition to which 250 "preferred shares"
have been issued at a nominal value of 200\$.
Within the past six years the company has
declared twelve dividends: one of 5 per cent.,
nine of 6 per cent., and two of 7 per cent.—
amounting in all to 182,500\$. In the same
period the company has paid interest on the
preferred shares to the amount of 30,000\$,
at the rate of 10 per cent.

The number of passengers carried during
the year was 957,675¼—an increase of
52,014¼ over the year 1879. The freight
traffic amounted to 625 tons of baggage and
437 tons of merchandise. The gross receipts
for the year were 175,573\$870, an excess of
4,011\$690 over those of the year previous.
The expenditures amounted to 119,387\$144,
a decrease of 3,127\$346. The net results
were therefore 55,886\$726, or an increase of
7,139\$036 over 1879.

*The Ferro Carril (tramway) of Pernam-
buco.*—This line has been in operation since
1872, and arrangements are now making for
some needed extensions and improvements
in its material. The rolling stock consists
of 21 open and 28 closed cars, besides 6 small
cars for the short-route service. A part of
this material is in excellent condition, while
another part is either the subject of frequent
complaints by the public, or has been con-
demned by the fiscal engineer as unfit for
use. The company employs 436 mules in
the service.

The receipts of the line for the fiscal year
1879-80 amounted to 333,059\$391, and the
expenditures to 265,979\$797, leaving a net

the accumulated sugar at Cinco Pontas, and
to bring in the accumulated stock at the var-
ious stations along the line. Orders were
then issued for the construction of tem-
porary buildings for the receipt of freight
at Cinco Pontas, and of a side track to facil-
itate the movement of trains. Besides the
terminal station of Cinco Pontas, other interior
stations were also enlarged. The only im-
portant work of art effected during the year
was the substitution of iron bracing in the
Motocolumbó bridge, which was done
without any interruption to traffic.

In comparison with 1879 the receipts show
an increase from every source except that of
passenger traffic—there being a decrease of
1,824\$830 in that branch because of the
passenger tax which augmented the fares
from 10 to 18 per cent. The total increase
over 1879 was 214,726\$512, of which 210,-
408\$180 belong to the freight traffic of the
line. The working expenses of the road
showed an increase over 1879 proportional
to the increase in receipts. The changes in
other items were insignificant except in that
of the difference in exchange, which exper-
ienced an increase of 10,411\$633. The total
expenditures, however, were 113,260\$-
848 below those of 1879, the expenditures of
the latter being increased by the purchase of
rolling stock.

The number of passengers carried during
the year amounted to 180,680, in addition
to which 6,646 were carried on government
account. The freight traffic comprised 1096.8
tons of baggage, 86,422.3 tons of merchan-
dise, and 5,436 animals, beside nearly 1,000
tons of merchandise and 53 horses on gov-
ernment account.

The receipts for the year amounted to a
total of 1,117,488\$064, or an average of
8,958\$610 per kilometer. The expenditures
amounted to 555,468\$575, or an average of
4,420\$979 per kilometer. The net receipts
for the year amounted to 566,019\$489,
which subtracted from the annual interest
guarantee, amounting to 962,515\$556,
leaves a deficit of 396,496\$067 to be met
by the government. The 2 per cent. guar-
antee of the province, included in this deficit,
amounts to 51,613\$479.

The rolling stock of the line consists of 17
locomotives, 7 first-class, 6 second-class and
11 third-class passenger cars, 4 baggage
cars, 7 stock cars, 10 brake cars, 20 platform
cars, 62 open and 140 closed freight cars.
The number of locomotives and freight cars
is insufficient to meet the present traffic of
the road. The purchase of 25 cars has been
authorized, but the number will still be in-
sufficient.

The "Recife ao Limoeiro" Railway.—The
construction works on this road were con-
siderably interrupted by the heavy rains of
the past year, and are therefore not so advan-
ced as might have been expected. The
most important work of art effected was the
iron bridge over the Rio Beberibe, which
has a total length of 180 meters divided into
9 spans of 20 meters each. The erection
of stations, a locomotive house and a freight
warehouse has been carried forward with
dispatch, and all these constructions are
nearly completed. The track-laying has
been concluded over an extension of 33 kil-

balance of 87,079\$594. This gives an increase of 26,677\$090 in the net receipts over the preceding fiscal year. Out of the net profits of the year the sum of 60,000\$, or 10¢ per share, was set apart as an annual dividend. During the fiscal year the line transported 1,469,187 passengers paying 200-reis fare, and 179,543 paying 100-reis—besides 48,831 persons possessing free passes. For the half year ending December 31, 1880, the traffic included 722,276 passengers paying 200 reis, and 94,204 paying 100 reis. Since the inauguration of the line the annual passenger traffic has been as follows:

1872-73....	1,855,647	1876-77....	1,410,201
1873-74....	1,710,568	1877-78....	1,569,233
1874-75....	1,563,334	1878-79....	1,583,382
1875-76....	1,465,111	1879-80....	1,648,730
1880 (6 mos)....	816,480.		

COTTON PRODUCTION.

In giving notice of the cotton exposition to be held in Atlanta, Georgia, and the official invitation extended to Brazil to take part, the *Provincia de São Paulo* remarks as follows:

On receiving officially this invitation this poor empire will certainly hide itself in the earth from shame.

It seems to us that our credit will be seriously endangered if Brazil attempts to figure in an "exposition of the products of the cotton field and the instruments and machinery employed in the cultivation and manipulation of cotton."

We really should make a fine figure among the producers of other nations! We could only appear showing the quality of our soil in the various regions suited to cotton culture; but as to this we should to-day be convinced that the lands of Brazil are not exceptional among those of the globe as regards fertility.

In respect to processes of manipulation, the choice of machinery and agricultural implements, manures and the preparation of the fibre, what have we to offer for the examination of our competitors?

The Brazilian cotton fell in the fight of competition, and the markets may be said to be closed against it. Badly prepared and subjected to heavy export duties, it could not hold its own in the foreign markets. The planters became discouraged and the production fell to insignificance in relation to the home and foreign consumption.

The causes of the almost total extinction of cotton culture are well known. The spirit of routine in the planter and his lack of agricultural instruction; the defects of slave labor, stupid, careless, imperfect, in fine the worst possible; the short-sightedness of our statesmen who in calculating the national expenditure do not take as a basis the actual receipts, and hence have to impose constantly increasing taxes on exported articles; the constant loans and emissions of paper money—these are the causes of the decline in the cultivation of the precious shrub.

The export tax reached 9% because the general and provincial assemblies overloaded cotton with heavy taxes, forgetting the superior advantages enjoyed by other producers in the consuming markets.

From this arose discouragement, aggravated by the unfavorable conditions of our agricultural class and its unskilled intervention in the government of the country.

What is now threatened with coffee, happened with cotton. Competition drove our product from the market by the superiority of cultivation and preparation, by economical factors that we cannot alter at our good pleasure.

In other American regions as fertile as ours the cultivation of coffee is increasing and is being improved, railway and steamboat enterprises are facilitating transportation, the custom house barriers are being

removed, and statesmen are studying every means to make their national product superior to ours.

It is from the ever agitated, revolutionary republics, now entering a period of peace and progress, that the blow comes directed with skill against our fatuity of being an essentially agricultural nation, a producer of the golden fruit which springs up and grows in a paradise given over to the care of the negro, to the vanity of great proprietors, and to the rhetoric of pretentious statesmen.

While the republics to the north of us regenerate themselves and comprehend the action of industry perfected by scientific processes, the great empire wastes time in making colonels and captains of the national guard and in appointing and dismissing those purely electoral agents, the police delegates and inspectors.

If we do not take heed we shall only awaken when our coffee shall have been driven out of all commercial ports. For the present we are satisfied with the negro, with rhetoric, and with the presumption of the superiority of the American empire.

A MANUFACTURER'S VIEW OF PROTECTION.

That the manufacturers in the United States are not unanimous in their views and support of the system of protection is fully shown in the following letter from a hardware manufacturer to the census agent who had applied to him for "reliable information" on the condition of that branch of American iron manufacture. It is well known in the United States that a large and influential body of manufacturers are heartily in favor of free trade, as they are fully convinced that such a policy would afford them far better encouragement than the present makeshift, called protection. The letter is as follows:

NEW HAVEN, Conn., March 29, 1881.

Joseph D. Weeks, Esq., Special Census Agent:

DEAR SIR:— * * * Manufacturers of pig and bar iron, steel (except by a secret process), sheet copper and brass, castings, stoves and ordinary cotton and woolen goods have nothing to conceal, and know nothing that the whole manufacturing world does not know. Their profits depend, not upon secret processes, but upon general good management and the fairly large productions and sales that the limited number of manufacturers in this country may make in supplying the United States market; and the large amount of capital necessary in these staple manufactures is a protection against disastrous competition, at least to a certain extent. But in small hardware and "motions," the quantity consumed is small in this one market of the United States, and we do not need any more manufacturers in the line to supply the market. We are so kindly protected by our paternal United States government with a tariff of an average of 50 per cent on the raw material we use—pig and bar iron, steel, copper, spelter, lead, wire, etc.—that, with all our energy and skill, we are confined almost entirely to the home (United States) market, and our only salvation is to prevent or smother by all manner of means competition for the little business any one country can furnish.

So long as Pennsylvania rules the country and so long as the owners of Pennsylvania iron works are so blind to their great and future interests as to confine the markets of the manufacturer of merchandise, in which iron is the chief component part, to the United States only, just so long will these iron works owners be confined in their productions and the number of works to supply the wants of these circumscribed manufacturers; and will not only repress our business growth, but their own.

We do not, under such circumstances, feel like informing anybody on what articles we make our precarious living, nor in what particular ways we make the best living. And, especially, we do not feel like giving information to such a "protecting" government—one that compels us to buy our raw materials and supplies in the dearest market in the world—that the government may spend the information abroad among foreign manufacturers who have the advantage over us of being allowed to procure their raw materials and supplies in the cheapest markets of the world.

In spite of protection, we have a very little foreign trade, and do not care to furnish, neither to foreign nor home competitors, the information showing how, under the adverse circumstances in which

the United States government places the United States manufacturers, we are able to meet in a few foreign countries, with a limited number of articles, the competition of foreign manufacturers, who are allowed to buy their raw materials and supplies where they please and in the cheapest markets of the world.

Yours truly,

J. B. SARGENT.

RIVER PLATE ITEMS.

From the Buenos Aires Standard, June 4.

—The arrivals of European emigrants last month were by no means the thing—only 1520, of whom 800 went up to the colonies. The very serious obstacles now thrown in the way of emigration by the Italian government are no doubt the cause of the figures we have given.

—Mr. Gabrielli, the great hydraulic engineer and contractor, has arrived from Rio, and it is to be hoped that the national government will invite him to make bids for the conclusion of our city improvements and water works, his name being a guarantee that under Mr. Bateman's superintendence these important works will be properly concluded.

—The following resumé shows the number of cattle killed in the River Plate and Rio Grande slaughter houses, during the season up to the 31st ult.:

	1881	1880	1879
Buenos Aires.....	174,000	225,000	306,500
Rivers.....	520,200	672,000	533,400
Montevideo.....	194,000	180,000	156,000
Rio Grande.....	252,000	364,000	390,000
	1,140,200	1,441,000	1,385,900

—The provincial government has just concluded its new loan for £300,000 for the conclusion of the Riachuelo works. The loan has been taken by a London firm at 86, firm, free of commission. The gold to be brought out here. The dredges are at work, night and day, and the national government is about to lay before Congress the project of the docks at the Boca.

—The subscription in Paris to the new Argentine loan has been a brilliant success, which few here anticipated; the truth be told, both Argentines and foreigners here underestimate the credit and resources of this great country, but the fact that the loan was subscribed for 18 times over has produced the most beneficial effect on this market, causing gold to drop about 6 per cent, and all our stocks are marching up to par.

From the Buenos Aires Herald of June 8.

—The custom house receipts during the month of May amounted to \$1,257,913.22.

—Ferrari is finding that the people of Buenos Aires know the difference between a poor opera company and a good one, and that two good artists and extortionate prices will not cover the defects of such a company.

—The government has just appointed a special agent to proceed to Australia and make a study of all the latest improvements, &c., in vogue there among sheepfarmers, so as to try and have the same brought into use in this country.

—Up the river the state of the camps and the prospects of farmers and dealers in cattle are unquestionably brilliant, and there is money to be made in the taking of cattle over to Entre Rios and Corrientes from the Banda Oriental, where it appears there is as great a scarcity of grass as there is of sound sense and patriotism.

—Justice is nothing if it is not prompt. In 1764, the families of Itasabibao and Azucena got into a law suit, which Dr. Bunge won for the first time, June 3, 1881, after 116 years. The value of the suit to-day is more than two million pats. gold.

—The department of engineers has submitted to the executive the plans and estimates for a grand produce market on the coast of the Riachuelo, which has already been decreed by the legislature. It is a vast and slightly edifice, divided into several compartments and topped with an elegant tower, and crossed by railways placing it in communication with all the different lines that are established. The estimated cost is \$14,892,248 m.c., and it has room for the whole of what can be contained in the Once and Constitution markets.

—We are happy to announce that all the difficulties in the way of the Industrial Club for the opening of the great Continental Exhibition have been overcome; the government has granted the use of the Plaza Once de Septiembre, which will make a splendid site for the exhibition, and the necessary works will begin forthwith. It has been decided to open the exhibition on the 15th of February, 1882, and applications for sites, etc., will be received up to the 15th of December.

—The consul general of the republic of Uruguay in London has sent a note to his government stating the arrival of the steamer *Paraguay*, with a cargo of 19,000 carcasses of sheep from the Argentine Republic, and the result obtained; this we have already announced to our readers, but the following

extracts from the note referred to may be interesting to them: "Up to this time, two difficulties have occurred in the importation of meat from distant countries—1st, In maintaining the meat in the same low temperature during the voyage; and 2nd, In the lowering of the price obtainable by offering the whole cargo for sale at one time. The first difficulty has been overcome, since, as I have said, the cargo arrived in very good condition; and the second has been met by constructing suitable stores, where the meat can be preserved a sufficient time for it to be sold gradually, with advantage to the importers and to the public, whilst previously nearly all the benefit was gained by the wholesale dealers. The retail price of English mutton is 11d per lb., but the Argentine mutton has been sold, wholesale, at 4 1/2d, and to the public, in the central market, at 7d per lb., and I am told that, in many places, the butchers have charged 11d. For curiosity, I bought a leg of mutton in the central market at 7d per lb., and I found it perfectly fresh and of good quality. Seeing the enormous consumption of meat in this country, there can be no doubt that the importation of it, preserved by the system of cold air will be continued, and I think that the news which I send will be very agreeably received by the 'estancieros' of the Argentine Republic."

—The following important decree on public roads, etc., has just been issued by the provincial government:

Art. I. Besides those embraced in the first part of Art. II. of the law on fences, they are declared general roads which unite more than two towns which are the heads of districts, and those which unite several such towns with another town, or with a railway station.

Art. II. The department of engineers, through the employees of the section on roads and bridges created in the 4th article, 6th clause, of the present budget, will proceed to effect the study and the delineation of the general roads of the province.

Art. III. The department of engineers will regulate the form in which the section of roads and bridges shall effect the studies of the land, and shall also make an estimate of the expenses occasioned by the same.

Art. IV. These studies being concluded, the department of engineers will devise the general system of roads, being subject to the following suggestions:

1st. That the base of the system must be the three great arteries which start from the capital of the republic and lead N., W. and S. of the province with the possibility of subsequently uniting with the capital of the province.

2nd. That from the points of those roads which may the best serve general needs, there shall start others which may be prolonged to the confines of the province.

3rd. Other branches, uniting the different towns with the general roads and with the railway stations, will likewise be established.

4th. The width of the roads shall be the same as that agreed upon in the law on fences, viz: 50 meters.

Art. V. These studies, plans, etc., together with an explanatory memorial, mentioning the cost of the works for their opening, setting of landmarks, improvement of the same, etc., will be submitted to the executive power.

Art. VI. The department will delineate the roads upon a map of the province which will draw for the purpose, on which will be expressed the delineation of the districts, the position of the towns and their extent, the railways and their stations, the telegraph lines, the general roads which exist, the bridges, rivers, etc., etc.

Art. VII. Once these are sanctioned, the department will proceed with the opening of the roads and marking of the land, together with whatever other works the executive power may determine.

Art. VIII. The department will submit a monthly statement of the roads it shall have studied, making known the difficulties it may have met with, and proposing the best means of overcoming them.

Art. IX. The different municipalities are hereby authorized to address the engineer's department pointing out any means they may deem expedient respecting the directions the different roads ought to pursue. Any such suggestions to be regarded as data to be consulted in the delineation of the roads.

Art. X. Let this be communicated, published and officially registered.

ROCHA,
CARLOS D'AMICO.

The United States paid off \$9,690,900.25 of public indebtedness during the month of April. The total public debt, less cash in the treasury, at the end of April was \$1,864,072,693.38—a total decrease of \$78,099,601.96 since the 30th of June, 1880.

It is a noteworthy fact that the sugar product of the British West Indies, which heretofore has been largely absorbed by the European market, is coming to this country more freely than for a number of years.—New York *Graphic*.

PROVINCIAL NOTES.

—An epidemic of small-pox has broken out at Pelotas, Rio Grande do Sul.

—The May receipts of the custom house of the province of Alagoas amounted to 77,321\$660.

—A slave, Amancio, at Uruguaiana, Rio Grande do Sul, has confessed to a *juiz* that one Eleuterio d'Avila promised him his freedom if he would kill his master.

—The *juiz municipal* of Pelotas, Rio Grande do Sul, has decided to hold Antonio Teixeira da Costa Leite, the overseer Manoel Pedro de Oliveira, and three slaves, to answer for whipping the slave boy Jeronymo to death.

—On the 3rd inst. a cornet of the 3rd battalion, stationed at Jaguarão, Rio Grande do Sul, killed his comrade by driving a knife through his heart. The assassin was placed under arrest. The cause of the crime was a gambling dispute.

—The provincial president of Rio Grande do Sul has resolved to open a supplementary credit of 264,745\$201 to meet deficiencies in the budget for the fiscal year just closing. A deficit of this amount should arouse some question as to the administration of that province. Possibly our colleague of the *Gazeta de Porto Alegre* will find something in it worthy of his attention.

—On the 27th ult. the bodies of two free blacks were found on the road between Rio Grande and Santa Victoria, where they had been assassinated by parties unknown. They had been both shot and stabbed. As their personal effects remained undisturbed, it is evident that the crime was committed through some other motive than robbery.

—Some burglars forced their way into the city hall of Rio Grande on the night of the 7th inst., and after a careful search of the various municipal offices succeeded in discovering the sum of 320 reis, which they carried away with them. The loss will be deeply felt by the Rio Grande aldermen, the more so as it will oblige them in the future to take extra precautions for the security of the municipal funds, or to carry them around in their pockets.

—A project has been introduced into the São Paulo provincial assembly appropriating 12,000\$ for the construction of a road from Pindamonhangaba to the Campos do Jordão. The well-known healthfulness of the last-named place, and its value as a health resort, is good and sufficient reason for the realization of this project. It is to be hoped that no time will be lost in putting it into execution.

—The *Progresso*, of Tatuhy, São Paulo, relates that a libelous publication by Francisco Xavier de Almeida led to a conflict between himself and Capt. Deolindo José da Rocha on the 6th inst. At first Rocha gained the advantage through the vigorous application of a cane, but the timely arrival of a reinforcement in the shape of a knife soon turned the tide of victory in Almeida's favor. Almeida then went for his revolver, Rocha went to a drug store, and the minions of the law went for both of them.

—The *Gazeta de Porto Alegre*, to which we have often referred for its good sense and intelligent management, has republished the malicious falsehood of the *Tribuna Liberal*, of São Paulo, relative to Minister Hilliard's retirement, and intensifies the calumny by registering its approval. The *Gazeta's* crusade against the abolition movement has done much to destroy its good reputation for fair dealing and impartial criticism. When we consider that its editor is an educated German, its advocacy of the evil of slavery, and its unjust attacks upon Minister Hilliard and Deputy Nabuco become utterly incomprehensible.

—Project 193 of the São Paulo provincial assembly, which has received a favorable committee report, grants permission to Lieut. Col. Eduardo de Seixas van Erven to introduce twenty-five slaves into the province free from the registry tax of 2,000\$. Van Erven is a resident of S. Fidelis, Rio de Janeiro, and has lately bought a plantation in São Paulo where he wishes to take these slaves. The final action of the São Paulo assembly will be awaited with interest, as it will in a great measure determine just how much sincerity there is in the attempt to prohibit the further introduction of slaves into the province. One exception will undoubtedly open the way for many others of the same character.

—It is expected that the recent loan of 1,200,000\$ effected by the province of Bahia will enable the provincial treasury to fund its floating debt and relieve the province from the burden of paying a high rate of interest. With the realization of this loan the funded debt of the province reaches the total of 5,407,500\$, as follows:

Apolicies of 7 per cent.	4,203,500\$
Old apolicies of 6 per cent.	4,000\$
Apolicies just emitted, 6 per cent.	1,200,000\$

Unpaid interest on "Bahia a S. Francisco" railway, owing to national government, Jan. 1880.	6,252,656\$974
	11,660,156\$974

—The Pará provincial assembly has adjourned.

—The May receipts of the Ceará custom house amounted to 83,091\$126.

—The May receipts of the Porto Alegre custom house amounted to 128,442\$356.

—The May receipts of the Natal, Rio Grande do Norte, custom house were 100,600\$849.

—Heavy rains have caused considerable damage in various parts of the province of Maranhão.

—It is reported that Colonel Latorre has retired from Jaguarão and is now stopping at Pelotas.

—The *Monitor Campista* has begun the publication of a translation of "David Copperfield."

—The May receipts of the Maranhão custom house were 181,082\$315, and of the provincial treasury 19,111\$855.

—The May receipts of the Rio Grande custom house amounted to 203,927\$310, and of the *meza de rendas* to 46,598\$575.

—The *Gazeta de Campinas* notes the arrival of 62 Swiss colonists at the São Francisco colony, Jundiahy, province of São Paulo.

—Inundations are reported along the Rio Uruguay through the unusual rise of the river. Considerable damage has been done in places.

—The *Baixa Amazonas*, of Santarém, Pará, complains that letters are opened in the postoffice of the city of Pará, and calls for an investigation.

—The May receipts of the Pará public departments were as follows: custom house 350,721\$479; recebedoria 98,097\$460; postoffice 5,208\$170.

—All the material for the lighthouse on the island of S. João has been transported to the locality selected, and has been successfully landed. The steamers engaged in the service have returned to Maranhão.

—Deputies Martin Francisco and Martin Francisco Junior have both retired from the editorial staff of the *Tribuna Liberal*, of São Paulo. It is to be regretted that they neglected to rectify some little errors before retiring.

—A bell-register has been introduced on the São Paulo tramway lines. The local press speaks of it as a useful improvement not only to the public, but to the companies. To the latter, yes! but in what respect is it an improvement to the public?

—The *Tempo*, of Valença, reports some cases of accidental poisoning on some plantations in that vicinity by the *Formicida Capcana*. Several slaves have already died, the poison being obtained through eating *fatús* which had fed upon poisoned ants.

—The Pará papers state that Mr. Julius Cesar, the discoverer of a theoretical system of aerial navigation, has written a lengthy and luminous petition to the assembly of that province imploring assistance to enable him to go to Europe to construct one of his machines.

—The government is about to send twenty barrels of Kavanagie sugar cane cuttings to various Pernambuco planters for a practical experiment on the sugar plantations of that province. This new variety comes from Mauritius, and is said to be rich in saccharine matter.

—It is reported that the fossil remains of some gigantic species of animals have been found along the line of the "Bahia a S. Francisco" railway. The director of the national museum has petitioned the minister of agriculture to have the fossils preserved and sent to that institution.

—The president of Pará has sanctioned the bill, recently passed by the assembly, which grants a subsidy of 50,000\$ per annum for ten years to an enterprise which shall furnish the city of Pará with fresh and salt water fish. The president is authorized to specify the daily supply and the maximum price.

—According to the *relatorio* of the president of Espírito Santo, Dr. Marcellino de Assis Tostes, the public debt of that province is now 200,026\$167, it having been reduced 99,973\$833 during his administration. The receipts and expenditures of the province for 1881-82 are estimated at 381,942\$130.

—Mail advices from Macéio, Alagoas, of the 9th inst., state that Mr. P. F. Needham, of the Pernambuco house of Sanders Brothers & Co., is going to establish a direct line of steamers between Macéio and Liverpool. It is proposed to send one steamer per month each way, and to run them independent of all aid from both the imperial and provincial governments.

—The *Onze de Junho*, of Pelotas, Rio Grande do Sul, relates that a poor old slave was recently taken to the public jail in that city and whipped to such a degree that he fainted at the door when leaving the place. These inhuman acts are committed by the public authorities at the request of the masters. Laws such as this are probably the cement by which the superstructure is bound to that "corner-stone of our civilization"—slavery.

RAILROAD NOTES.

—The May receipts of the Santo Antonio de Padua railway were 16,474\$007.

—The April receipts of the Baturité railway amounted to a total of 19,119\$861, and the expenditures to 18,376\$155, leaving a surplus of 743\$706. The number of passengers carried was 3,819.

—Late news from the province of Alagoas say that a telegram has been received from London announcing the subscription of all the capital necessary for the construction of the Imperatriz railway.

—The Engineering Club of this city has resolved to hang in its assembly room a portrait of the late C. B. Greenough, Esq., the constructor of the first tramway line in Brazil. This recognition of Mr. Greenough's important work reflects great credit upon the club.

—Recent advices from Imbituba, Santa Catharina, report the arrival of two vessels, the *York* and *Zevangina*, with material for the D. Theresa Christina railway. The road had been surveyed for a distance of 52 kilometers, and the earthworks were completed for 28 kilometers.

—The treasurer's report of the Engineering Club, presented on the 15th inst., showed that the financial status of the club is highly satisfactory. The receipts and expenditures of the treasury to date were respectively 920\$ and 820\$ and the club has a reserve fund on deposit of 9,715\$. This result is not only a gratifying proof of the success of the enterprise thus far, but it is full of promise for the future.

—At a meeting of the Engineering Club on the 15th inst., Dr. José Americo dos Santos, Mr. Gabrielli's representative in this city, asked that a commission should be appointed by the club to examine the two completed works of the enterprise and submit a report. This action is taken in view of the difficulties which have arisen between the contractor and the government.

—Complaints have been received at the department of agriculture from Sobral, Ceará, to the effect that the construction works of the railway from Camocim to that place have been suspended since July last. The minister replies that the credit has been exhausted, and the government can do nothing more than preserve the completed work until the meeting of the next General Assembly. The Paulo Afonso line is in a similar condition.

—In an official notice of the 18th inst. the minister of agriculture requests the attendance of all the contractors for the Dom Pedro II prolongation, whose tenders were accepted. There seems to be a very general reluctance on the part of these contractors to accept the subsequent conditions and terms arbitrarily imposed by the minister upon them. They made their bids for one class of work and were assigned something very different.

—At a meeting of the Engineering Club of this city on the 15th inst., a proposition was presented that a committee should be appointed to study and report upon the best means by which railways can be employed to animate colonization, and afford the best advantages and security for the colonists themselves. Action on this proposition was postponed until the next session in order to give an opportunity for discussion. It is to be hoped that the club will not limit itself exclusively to the text of the proposition, but will present some other necessary means than railways for the encouragement of immigration.

—At a meeting of the Bragança (São Paulo) railway shareholders on the 5th inst. it was decided: 1st, to pay all future dividends to shareholders in bills without date of redemption and drawing 5 per cent. interest; 2nd, to begin this new method of paying dividends with the next half year, the July payment to be made in this manner; 3rd, that at some future time, when the circumstances of the company will permit, an assembly will take the redemption of these bills into consideration. The assembly then voted a salary of 4,000\$ per annum to the president of the company. Investors should take this new departure in paying dividends into consideration before making further investments.

—The sealed tenders—six in number—for the construction of the "Porto Alegre a Uruguaiana" railway, of Rio Grande do Sul, were opened at the bureau of public works on the 15th inst. The following were the gentlemen by whom the tenders were made:

- 1st.—Carlos Mauricio Paula Berla and Clemente Cerqueira Lima;
- 2nd.—José Mendes de Oliveira Castro and Evaristo Xavier da Veiga;
- 3rd.—José Pinto de Oliveira;
- 4th.—Gustavus and Edmund Meinicke;
- 5th.—Antonio José Duarte Moreira;
- 6th.—Carvalho Bastos & Vieira, Domingos Loureiro da Cruz, Martiniano Padilha, Carlos A. Morsing, José Gonçalves Pinto and João Feliciano da Costa Ferreira.

The second tender was not accepted because of not meeting the prescribed terms. The awards have not yet been made public.

—The arrival of the first large locomotive at Curralinho, on the Bahia Central, was the subject of a telegram to the minister of agriculture on the 15th inst.

—The *Ordem*, of Cachoeira, Bahia, says that the Bahia Central road has been completed as far as the station of Curralinho, that point being reached on the 15th inst.

—The minister of agriculture has instructed the director of the Dom Pedro II railway to transport at the lowest rates the water pipes for the public fountains at Queluz, Minas Geraes.

—A telephonic experiment on the 18th inst. between the central station of this city and Engenho de Dentro on the Dom Pedro II railway, a distance of 12 kilometers, is said to have resulted very satisfactorily.

THE COFFEE CROP.

A prominent planter of São Paulo writes to the *Provincia de São Paulo*, of the 18th inst., as follows:

"The results thus far exhibited by the present harvest prove that the crop will fall far short of what was expected. It may now be asserted that the present crop will be less in quantity and inferior in quality to the crop of last year.

1st. A fourth part of the fruit to be gathered is composed of the so called *café chocho*—withered and badly developed berries.

2nd. The inequality in the ripening of the fruit is such as has been rarely observed. On the producing branches are to be found withered, imperfectly developed, ripe, good green ripening, and green berries in all the stages of development.

The conclusion to be drawn is that although the number of *alqueires* to be gathered may be greater in comparison with past crops, they will produce less good coffee (calculating three *alqueires* of forty-five liters for fifteen kilos), and this so mixed with imperfect and deteriorated berries that only with great labor—which our planters generally avoid—can these be separated.

The ripening being so unequal there will be not only many black berries, but also many spoiled ones in consequence of the method of gathering that our planters, not having sufficient hands to gather in lots according to the ripening, are forced to adopt, viz., that of picking the fruit all at once, or, as they express it, as it rains. For this they must wait for the greener fruit to ripen, but in the interval—especially if we have some showers—the berries already dry will have fallen from the trees, and those now ripe and remaining on the trees subject to the weather will be wholly or in part deteriorated.

We are therefore convinced:

1st. That in the present crop the superior, good and medium coffee, fit for exportation, will be less in quantity and inferior in quality to that of the last crop.

2nd. That the superior quality will bring a good price because there will be a short supply, and that the average of the inferior qualities (badly selected and unequally colored coffee) will remain low, as there will be in the exporting markets a much greater difference than at present between superior and inferior qualities.

What is occurring in our province in regard to the present harvest will be much more pronounced in the province of Rio de Janeiro because of the land being dryer and the trees weakened by the excessive production of last year."

GRAPE CULTURE ON THE PACIFIC COAST.

California produced during the year 1880 ten million gallons of wine, of which 700,000 gallons were sweet wine. Of broadly, 450,000 gallons were manufactured; also raisins to the value of \$100,000. The sale of grapes for table use yielded \$150,000. The total yield from the culture of the grape during the year 1880 amounts to \$3,500,000. In comparison with the products of France, Germany, Spain and Italy, these are insignificant figures, but it must be borne in mind that the grape culture of Europe is hundreds of years old, and that of California has only an existence of a few decades. In 1880, over 10,000 acres were planted in grapevines in California, and it is said that during the present year 20,000 acres will be added. Good grape lands can be had in some localities for \$10 to \$40, while in others they are valued as high as \$100 per acre. It costs on an average about \$75 in all to prepare and plant an acre with vines before they bear and return a profit.

—A chemical analysis in London of the phosphate deposits from Fernando de Noronha having demonstrated the existence of a very pure quality of phosphate of lime, the minister of agriculture has written to the president of Pernambuco for some fifteen or twenty pounds of the material for further analysis. When the minister finds that these samples of phosphate of lime are merely accidents, he will probably feel that there was just a little too much precaution in this order.

THE RIO NEWS

PUBLISHED TRIMONTLY

on the eve of departure of the American packet,
the French packet of the 15th., and Royal
Mail packet of the 24th. of the month,

Contains a summary of news and a review of Brazilian affairs,
a list of the arrivals and departures of foreign vessels, the com-
mercial report and price current of the market, a table of freights
and charters, and all other information necessary to a correct
judgment on Brazilian trade.

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RIO DE JANEIRO, JUNE 24TH, 1881.

THE nomination of Thomas A. Osborn as envoy extraordinary and minister plenipotentiary to Brazil was sent to the United States Senate on the 18th of May, the News receiving a cable dispatch to that effect on the following morning. This appointment was at once confirmed by the Senate, thus placing the selection of a successor to Mr. Hilliard beyond all doubt. No word has yet been received from Mr. Osborn as to the time when he will enter upon the duties of his new position, but it is probable that his coming will be considerably delayed through the negotiations between Chili and the Argentine Republic, which seem to be in the hands of the American representatives to those two republics. Through Mr. Hilliard's return home on a leave of absence, and Mr. Osborn's delay in taking charge, the affairs of the American legation here will be administered by the secretary of legation, Mr. John C. White.

By an imperial decree—No. 8,129—of the 11th instant the government opens a supplementary credit of 230,000\$ in the department of empire to meet deficiencies in the item of "public relief and sanitary improvement." Under a legislative act of October 31, 1879, the sum of 800,000\$ was appropriated for this item. Of this sum 661,696\$910 have been expended in "sanitary improvements" up to date, and are 123,575\$954 appropriated for the present month, making a total expenditure under this head of 785,272\$864. The balance of 14,727\$136 has been found to be so far insufficient for the expenditures in behalf of "public relief" that it has already been exceeded by 136,433\$806—the expenditures for the Vassouras and Paralyha do Sul epidemics, and for various relief measures in other provinces, up to date amounting to 151,162\$196. The minister of empire estimates that the sum of 93,564\$940 will be required to meet the expenditures of a similar character up to the 30th June. The deficit at that date will therefore amount to 230,000\$ which sum is provided for in the supplementary credit before mentioned.

THE two cases of murder which took place in the prisons of this city and Niterohy on the afternoon of the 17th inst., should lead to some inquiry as to the system of prison administration now in vogue here. In both of these cases—and they are only two instances of the many which are constantly occurring throughout the empire—the victims and murderers were prisoners, and the crimes were committed with knives carried on the persons of the latter. In both cases the prisoners were assembled together in one room, and with no other

restraint upon their actions than the outer doors and guards. In both cases the prison authorities were powerless to prevent the full consummation of the crime. In view of these facts, and of the frequency with which they result in fatal encounters between desperate men, is it not time that some adequate measures should be adopted to remedy the evil? The province of Pernambuco has already taken the initiative in this work of reform, and, if successfully and honestly realized, will take a high rank among the nations of the world in the character and beneficent results of her prison administration. If one province, and Pernambuco is very far from being the quietest and most orderly province of Brazil, can accomplish so necessary a reform, then assuredly the whole empire can do no less than to follow the good example. The defects of Brazilian prisons are so glaring, and the action of her criminal courts is so slow and imperfect, that not one day should be lost in inaugurating a reform. The practice of arresting men and imprisoning them for weeks and months without the shadow of a trial is full of the gravest abuse, and is in itself an immeasurable evil. And then add to it these dangerous associations of the prison, the herding together of all classes and conditions of criminals, the carrying of dangerous weapons, and the consequent, ever present risk to life, and we have a system of prison administration which is just as defective and bad as it can possibly be. No civilized country should tolerate such a system for one moment. At this period in the world's civilization, after so much has been accomplished to ameliorate the condition of prisoners and to improve the reformatory influences about them, at such a time there is no possible excuse for the medieval practices still in vogue here. Were the civilized world to know just what is permitted and authorized in the prisons of this country—and in some other South American countries also, if all reports are true—there would be one universal cry of horror. We submit this question to the government with no carping spirit, but with the conviction that the sense of justice both of itself and of the intelligent public will agree with us fully in condemning the illogical, degrading and dangerous practices still permitted in Brazilian prisons.

BRAZILIAN AFFAIRS.

THE Rio News has done well in calling the attention of Brazilians to the competition of other coffee-producing states, because there is nothing so prejudicial to a nation as a confidence in itself and in its own resources, without attending to those of other countries. It is possible that this may be a Brazilian defect which, should it be persisted in, will perhaps be prejudicial to the empire; but, in calling attention to it, this sheet loses sight (perhaps through the lack of a good railway map) of the aid which the development of railways is affording to production, and also exaggerates the evils caused by the lack of laborers, and, forgetting the increasing value of the free national labor, makes the future of Brazil revolve continually in the lathe of North American relations, and reveals narrow views of the situation and the future. However, it discusses questions of importance to the empire and performs a useful part in many financial and commercial questions of importance to Brazil.

It is manifest that the lot of Brazil is inseparably united to the freedom of commerce, which would be prejudiced by protection to national industry, so that if Brazil can not secure labor at a low price, she will have so much the more interest in cheap transportation, and in the reduction, or even in the abolition of export duties, it being evident that all this augments the cost of production. To this I hope that I can add the recognition of that greatest of all misfortunes of Brazil—paper money, with a forced and an excessive circulation.

There is no doubt that, in certain places, Brazil is encountering an increasing competition in the production of coffee, but in others it is diminishing; and if the production of coffee in all the world augments, the consumption also increases, by reason of which Brazil is not exposed to any great peril on this side; otherwise, according to the well-known law of Malthus, the supply will exceed the demand.

It is necessary, however, that Brazil should improve the quality of her coffee rather than be terrified at the statistics relative to Central America.

The world is to-day being poisoned by bad coffee and this tends to diminish consumption; what is now desired is to maintain and stimulate the consumption of good and healthful coffee and pure sugar.

There is no doubt that Mexico is receiving a new impulse. Her debt, which has paid no interest, has greatly increased in price, so much so that a friend of mine gained £60,000 through the rise in a few weeks.

The great railway lines of Western United States, are building branches to the Mexican frontier, and are even raising the capital here for this. The herds of cattle and flocks of Mexico are increasing enormously; and American and English capitalists are investing their money there. The value of lands and cattle have increased in Mexico, and the mines, new and old, are being worked.

But to seek to frighten Brazil with the competition of Mexico in the production of coffee is ridiculous, because nine-tenths of the coffee which Mexico consumes is imported from other countries; and there is little probability that this country will produce all the coffee it consumes.

Brazil has the means of preserving her supremacy in the coffee market, if she resolves to make the endeavor for doing so. If she takes this resolution, there will be no necessity for anxiety about Mexico. —London correspondent of the *Journal de Commerce*, May 19.

To which conclusion we fully and heartily agree! But will Brazil make the necessary endeavor?

Our optimistic colleague should exercise the greatest care in these questions lest all these possibilities and good wishes be placed before the world as realities. If it becomes simply a question of good wishes, the expression of a desire that Brazil may develop her resources and keep pace with the other nations of the world in the acquirement of wealth and all the accessories of a high state of civilization; or if it be the other question as to what might be done through the employment of certain, specified agents and the exercise of a specified quality and amount of intelligence and enterprise—then there is no difference of opinion between us. But if it is simply a question of fact, a statement of existing conditions, an exposition of causes now operating in Brazil through which her industries and growth are being more or less injured, then we must beg leave to call our London critic's attention to the little, but important, circumstance that we are here on the ground itself, and are stating facts which we see and hear every day. We are aware, of course, that our conclusions are not infallible, and that we may have reasons from time to time for revising them; but the reasons must come from the life and thought of the country, not from London. When we can see empty stores in passing through the streets, when we hear the endless complaints of creditors who can not get their money from the treasury, when we go into the country and see the general stagnation of industry, when we note the apathy of the government which imposes and enforces the worst possible system of taxation, when we see money squandered on jobs and unnecessary improvements, when we see the utter absence of effort in improving agricultural methods and products, and then when we learn of the progress which other countries are making in the same classes of industry, when we know all these things a gloomy view of the future is the most natural thing in the world. If the *Journal's* correspondent will pay just one visit to Brazil, instead of drawing his information from officials and official documents, we are confident that he will find good reason for every criticism that we have made. One trip over the railways of this country is far better than all the railway maps ever published, and one look at the "free national labor" loafing about railway stations and *vendas* will dispel at least one very transparent illusion.

As to the prospective competition of Mexico and Central America in the production of coffee, our purpose has been to

break a self-satisfied confidence among Brazilian planters that their position is perfectly secure, and to awaken them to the indisputable fact that other countries are rapidly gaining upon them. It is nothing less than criminal folly to tell the Brazilian planter that he has nothing to fear; he has everything to fear. It is only a few years ago that the production of coffee began in Central America, but the increase in twenty-five years has been 629 per cent. against 38 per cent in Brazil. Mexico is practically just entering the race, and under the stimulus of Anglo-Saxon capital and enterprise her progress is simply a question of time. The man who asserts that she will never produce anything in excess of her own consumption will have cause to revise that statement within five years from date. Furthermore, Mexican coffee is already imported into the United States to a large and increasing extent.

We are fully convinced that the Brazilian planter has the remedy for all this in his own hands. Practically he rules the country, and can therefore secure all needed legislation to place his industry on good competing terms with the rest of the world. He can abolish slavery, and then inaugurate a better and less wasteful system of labor. He can offer better inducements to immigrants through whom the small industries of the country can be built up, and a more valuable element of labor introduced to carry on the great industries already established. And, above all, he can introduce machinery and improved methods of cultivation and preparation, through which the cost of production can be reduced, and the quality of the product be immeasurably improved. Mr. Clark does well to call attention to this last consideration, for it is one of the greatest moment. The coffee planter of Brazil is absolutely doing nothing to improve the quality of his product; on the contrary there are frequent complaints of the very reverse.

It is to be hoped that our London friends will be patient with our fault-finders in these questions of the mistaken economic policy of Brazil. It should be remembered that a judgment based upon eye-sight can not always agree with one based upon the quotations of the stock market. It is not at all likely that our criticisms will destroy one single industry, or carry the country to the brink of ruin; but it is highly probable that by telling a few plain truths and pointing out some very great dangers, we shall aid in effecting certain desired reforms much sooner than through a policy of indiscriminate praise.

POPULATION AND ELEVATION.

The United States census office has issued a bulletin showing the distribution of population above sea level. From this bulletin it appears that nearly one-fifth of the inhabitants of the United States live below 100 feet, that is, along the immediate seaboard and in the swampy and alluvial regions of the South; more than two-fifths below 500 feet, more than three-fourths below 1,000 feet, while 97 per centum live below 2,000 feet. In the areas below 500 feet is included nearly all that part of the population which is engaged in manufacturing, and most of that engaged in the culture of cotton, rice and sugar. The interval between the 500 and 1,500 contours comprises the greater part of the prairie states and the grain producing states of the Northwest. East of the 98th meridian, the contour of 1,500 feet is practically the upper limit of population, all the country lying above that elevation being mountainous. The population between 2,000 and 5,000 feet is found mainly on the slope of the great western plains. In this region the belt between 2,000 and 3,000 feet is almost everywhere the debatable ground between the arid region of the Cordilleran plateau and the humid region of the Mississippi valley. Above 3,000 feet irrigation is almost universally necessary for success in agricultural operations. Between four thousand and five thousand feet, and more markedly between five thousand and six thousand feet, the population is decidedly in excess of the grade or grades below it. This is mainly due to the fact that the densest settlements at high altitudes in the Cordilleran region is at the eastern base of the Rocky Mountains and in the valleys of the great Salt Lake, which regions lie between four thousand and six thousand feet. Of these the extensive settlements at the base of the mountains in Colorado are mainly between five thousand and six thousand feet. Above six thousand feet the population, which is confined of course

of	against	3,893	bags in	same period of	June	1880
nd-	"	7,421	"	"	"	1879
nce	"	5,454	"	"	"	1878
of	"	4,125	"	"	"	1877

We quote, per 10 kilos:

Washed.....	4800—5200
Superior.....	5 000—5 200
Good first.....	4 550—4 650
Regular first.....	4 500—4 300
Ordinary first.....	3 650—3 350
Good second.....	3 600—3 300
Ordinary second.....	3 100—2 900

and on this basis charges may be quoted:

	p 10 kilos	per cwt	per lb.
Prime United States.....	5,200	55 1/2	11.98 cts.
Good.....	4,650	50 1/2	10.86 "
Fair to good.....	4,570	49 1/2	10.55 "
Fair.....	4,400	47 1/2	10.25 "
Good Channel.....	4,350	46 1/2	9.95 "
Fair.....	3,800	41 1/2	9.10 "
Low.....	3,100	35 1/2	7.67 "

(f. o. b. ex freight and commission, exchange 2% in sterling and at par in American gold.)

Stock is estimated to-day at 175,000 bags.

Flour.—The arrivals consist of 8,447 barrels per str. *Pombal* from New York and Richmond. The sales since the 14th, instant amount to about 6,500 barrels and stock in first hands consists of about 35,000 barrels.

We quote:

Trieste	21 000—21 500
Gallego	21 000—21 250
Huall	21 000—21 250
Dualop	21 000—21 250
O'Dance	20 000—20 250
McCaule	20 000—20 250
Baltimore	18 000—20 000
St. Louis	18 000—20 000
Chili	17 000
River Plate	18 000

Market firm.

Lard.—The market continues quiet and prices are unchanged at

440—	reis per lb.	George
430—	" "	Jenkins
420—	" "	New York

The arrivals consist of 2,000 kegs *Pombal* from New York.Kerosene.—The arrivals have been 2,000 cases per *Pombal* from New York.

The stock here being nearly all in one hand the market has become firmer though prices are not yet any higher. We quote 3500 to 3600 per case for Devere's Brilliant.

Pitch Pine.—There have been no arrivals and the market continues firm at 42500 last sale.

White Pine.—No arrivals. Market quiet at 115 reis per foot last sale.

Spruce Pine.—Continues in demand and 36000 per dozen would be paid, but there is no supply.

Swedish Pine.—No arrivals. In good demand. Last sale from first hands 38000 and from second hands 40000—41500 per dozen.

Ruin.—The market remains quiet at 7500—8000 per barrel.

No arrivals.

Yarphenite.—Quiet at 480—500 reis per kilo.

Arrivals: 150 cases per *Pombal* from New York.

Beers.—Quotations:

Bass (Hales & Bell)	7500—8000
Tennant	4 500—5 000
Graham's Stout	7 200—7 300
American	5 000—5 300
German stout brands	5 000—5 300

Cement.—There is no alteration in the market. We quote:

English	6500—6750
German	6 000—6 800
Danish	7 500—8 000

The arrivals consist of 80 bags per *Ing* from Liverpool.

Coke.—The arrivals have been

2,034 tons	per City of Brooklyn from Cardiff
1,834	" " P. G. Blanchard "
1,168	" " N. Mosher "
398	" " Garibaldi "

all for account of consumers.

Quotations continue nominal in the absence of sales.

Coffee.—No arrivals and market unchanged at 22500—25000 for tubs in retail.

Of cases there are none in the market.

The cargoer *Royal Blue Jacket* from Newfoundland, referred to in our last, has been sent to Bahia in the same vessel.

Hay.—Market unchanged at 78—80 reis per kilo.

No arrivals.

Iron.—Market quiet at 2500—2550 per bag.

No arrivals.

PORT OF SANTOS.

June 18th, 1881.

Coffee.—A quieter tone has ruled in this market since the 15th instant, owing, partly, to the pretensions of the dealer who, in view of the result of the Dutch auction on the 15th inst., are asking prices which, combined with the firmness in exchange, establish a cost which leaves no margin on the prices ruling in consuming markets.

We quote nominally:

Superiors.....	4800—4850 per 10 kilos
Good.....	4 300—4 500
Regulars.....	4 000—4 200
Ordinary.....	3 400—3 800
Escolha.....	2 500—3 300

The sales for the week amount to 8,350 bags with destination for Havel and Antwerp.

The receipts since the 1st inst. now average 1,311 bags per day.

Stock consists of 38,000 bags.

The shipments have been:

June 15	Dan str. <i>Nordpol</i> , Antwerp, etc.	10,169
16	Br str. <i>Thalia</i> do	2,967
17	Gr str. <i>Argentina</i> , Hamburg	635

Loading:

Br str. *Nis*, Antwerp, Hamburg.Gr str. *Montevideo*, Hamburg.Br bk *Fingall*, Gibraltar o.

Chartered:

Br bk *Fonthill*, Havre.

Expected to load:

Br str. *Mon Igo*, London, AntwerpFr str. *Henry II*, Havre, AntwerpBr str. *Herschel*, London, Antwerp" *Humboldt*, New York.

PORT OF BAHIA.

June 12th, 1881.

Sugar.—The market continues very quiet for want of stock and the few lots which have still arrived from the interior, about 12,000 bags altogether, have been sold at former prices, viz: No. 7 at 18700 per 10 kilos equal to 1971

8 at 1770 " 1978 per cwt. f. o. b.

ex commission, exchange 2 1/2%, with freight to land 27 1/2.

Stocks in first hands exhausted.

The total shipments in May were 131,526 bags.

against 52,480 " in May 1880.

The shipments during the fortnight have been:

5,680	bags per <i>Brasilina</i> to Channel
8,538	" <i>Zereya</i> to do
9,934	" <i>Belle</i> to Liverpool
8,657	" <i>Juanita</i> to Montreal
22,089	" <i>S. Paulo</i> to do
8,387	" <i>Frank Lambert</i> to New York
4,338	" <i>Coriando</i> to do
910	" <i>Archimedes</i> to Liverpool
841	" <i>Corbilleria</i> to do

Cotton.—130 bales have been sold for home consumption at 7500 to 8000 per arroba.

Casa.—About 700 bags fermented have come to market and been sold at 48750 per 10 kilos or 532 per cwt. f. o. b. ex commission, exchange 2 1/2%. Of course we have no supplies and our quotation of 53745 is nominal.

Stocks nil.

The shipments during the fortnight have been:

1,207	bags per <i>City of Para</i> to New York
40	" <i>Niger</i> to Rio de Janeiro

Shipments in May 84 bags

against 87 " in May 1880

" 89 " " 1879

Coffee.—Has been enquired after at the present low quotations and about 5,500 bags *Nazareth* have changed hands at 38132 to 38500 per 10 kilos or 3693 to 3698 per cwt. f. o. b. Also about 300 bags of assorted *Moribus* have been sold at 38608 or 4096 per cwt. f. o. b. The new crop is close at hand and small lots have already appeared in the market but are not as much in vogue as of average quality.

Stocks of old and new about 10,000 bags.

Shipped during the fortnight:

203	bags per <i>Nova Gratião</i> to Lisbon
270	" <i>City of Para</i> to New York

Shipments in May 1,911 bags

against 7,378 " in May 1880

" 8,450 " " 1879

Tobacco.—A sale of about 5,500 bags of S. Amaro has been effected at 38219 per 10 kilos. No other transactions have transpired and dealers continue to uphold their demands.

Stock about 123,250 hales

Shipments during the fortnight:

500	bales per <i>Carallera</i> to Bordeaux
110	" <i>Nordpol</i> to Santos
512	" <i>Nunes</i> to Portugal
547	" <i>Valparaiso</i> to Hamburg
107	" <i>Niger</i> to River Plate
165	" <i>Nova Gratião</i> to Lisbon

Shipments in May 20,362 bales

against 43,413 " in May 1880

" 17,110 " " 1879

Freights.—Chartered to land here:

Br str. *Cruzeiro*, 276 in full Cannel f. o.Ing *May First*, 2500 in full LondonFr bk *Conteas Dutra*, 30 fcs. and 10 7/8 Bordeaux.

Steamer rates:

London and Liverpool 35 in full

Bremen and Hamburg 49 in full

Have 50 fcs. in full

New York 50 cts. for coffee, 20, in full for wood.

Exchange.—Followed a rising tendency and closes firm at 21 1/2 to 22 for bank and 22 1/2 to 23 1/2 for private bills. Limited transactions have taken place at 433 to 440 on France and 550 on Hamburg.

Flour.—Arrivals:

2,350	barrels from Trieste
490	" " Liverpool

all for retailers' account. Market well supplied. Trieste and Hamburg is retelling at 25500 to 26000, and American at 21800 to 23800 per barrel according to brand.

Lard.—Arrivals: 75 kegs from New York, obtaining 14000 to 15000 per kilo.

Coffee.—Arrivals: 2754 bbls. per *Camella* from Newfoundland for retailing account. Barrels and drums are selling in small lots at 16800 to 20000 according to quality. Of cases there is nothing in the market. We quote nominally 23800 to 24800 per case.Coke.—Arrivals: 1,150 tons per *Rechter* from Swansea, for company's account. Cardiff is retelling on board ship at 20800 per ton and New Castle at 18500 per ton.

PORT OF MARANHÃO.

June 6th, 1881.

Cotton.—Scarcely any purchases for Liverpool but demand for Portugal very active and sales are at 450 to 500 reis per kilo. Stock small.

Sugar.—Only small parcels come in for which 150 to 155 reis per kilo was paid; 150 reis per kilo rates.

Freights.—1/2 and 3/4 and 10 7/8, for cotton, 10 and 10 7/8, for sugar.

Exchange.—21 1/2 to 24 1/2 90 dts.

—There were 14 vessels in River Plate ports on the 10th inst. receiving jerked beef for Brazil. Their cargoes aggregate 60,000 quintals.

—The May receipts of sugar and cotton at Pernambuco were as follows:

Sugar.....	181
Cotton.....	1830
Sugar.....	115,785 bags
Cotton.....	108,593 bags

—During the nine months of the present crop-year, September-May, the receipts of sugar at Pernambuco amounted to a total of 1,681,181 bags. Of this quantity 127,891 bags came into market on animals, 802,116 bags by the "Recife a São

Francisco" railway, 926,676 bags by small coasting vessels, and 11,592 bags by coasting steamers. The monthly receipts were as follows:

September.....	21,308 bags
October.....	131,759 "
November.....	131,826 "
December.....	418,710 "
January.....	374,123 "
February.....	317,417 "
March.....	298,058 "
April.....	181,187 "
May.....	165,783 "
Total.....	2,168,181 bags

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

JUNE 13.

CADIZ.—Br bk *Holstern*, 432 tons; Croby; 35 dts; salt to M. de Oliveira & Co.

RANGOON.—Sw bk *Osaka*, 650 tons; Lind; 108 dts; rice to A. Polley Pinto & Co.LIVERPOOL.—Br bk *Dunelm*, 507 tons; Boss; 65 dts; sundries; put into this port leaky, bound for Valparaiso.S. NICOLAS.—Sp smk *Dorotas*, 143 tons; Puges; 22 dts; jerked beef to A. Wagner.PHILADELPHIA.—Nor bk *Mythide*, 590 tons; Claussen; 47 dts; railroad material to C. P. Mackie & Co.MONTAVIDE.—Sp bk *Primition*, 164 tons; Pix; 24 dts; jerked beef to F. Figueroa & Co.SALT ISLAND.—Br bk *Sarah*, 187 tons; Lewis; 36 dts; salt to J. M. Leone & Co.

JUNE 14.

SANTOS.—It bk *Francisco*, 385 tons; Catanzano; 7 dts; ballast to Palm & Allen.

JUNE 15.

CARDIFF.—Am sp. P. G. Blanchard, 1,326 tons; McIntire; 45 dts; coal to Wilson Sons & Co.

N. YORK.—Am ship *Thomas Dyer*, 1,445 tons; Sisson; 135 dts; put into this port, bound for S. Francisco.

JUNE 16.

CARDIFF.—Br bk *N. Mosher*, 799 tons; Minchin; 49 dts; coal to W. Ritchie & Co.

JUNE 17.

OPORTO.—Port bk *Humboldt*, 372 tons; Teixeira; 38 dts; sundries to M. de Oliveira & Co.

JUNE 18.

N. CAPE.—Br bk *Garibaldi*, 273 tons; Hansen; 48 dts; coal to J. Corra's Padeco & Co.

JUNE 20.

ANTWERP.—Br bk *Wondering Spirit*, 781 tons; Roberts; 56 dts; sundries to order.

DEPARTURES OF FOREIGN VESSELS.

JUNE 13.

GIBRALTAR f. o.—It tug *Zio Antonio*, 301 tons; Badano; coffee.FALMOUTH f. o.—Sw bk *Sylphide*, 244 tons; Lindholm; coffee.

JUNE 14.

JAVA.—Br bk *Dorotas*, 498 tons; Bessant; ballast.HARTI.—Br bk *Adelita*, 425 tons; Duff; ballast.SANDY HOOK.—Br ship *Atmosphere*, 1,400 tons; Johnson; b't.S. FRANCISCO.—Am ship *Manuel Laguna*, 1,576 tons; Stock; pork; sundries.VICTORIA.—Br ship *Harry Moss*, 1,385 tons; Brooks; ballast.

JUNE 15.

BAHA.—Br schr *Royal Blue Jacket*, 94 tons; Le Tour; cod.ANTONIA.—Sp bk *Maria Angeli*, 229 tons; Maristany; sund.

JUNE 17.

VALPARAISO.—Fr bk *Payta*, 689 tons; Macé; ballast.

JUNE 18.

BRITISH COLUMBIA.—Br bk *Tiger*, 1,044 tons; Newby; ball't.HAVRE.—Br bk *Shepherd*, 218 tons; Cooke; coffee.PORT ELIZABETH.—Gr bk *Ocean*, 472 tons; Winter; coffee.

JUNE 19.

HONGKONG.—Am bk *Laurens*, 809 tons; Snow; sundries.MARANHAO.—Port bk *Chirra*, 571 tons; Barru; sundries.

JUNE 20.

N. YORK.—Sp bk *Adelin*, 327 tons; Quesada; old iron.

JUNE 21.

GIBRALTAR.—Br bk *Salaris*, 223 tons; Moloney; coffee.—The Br. *Dorothy*, Capt. Slightman, from Shields for Ceara, put into Plymouth on May 23rd with water tank leaky.—The Br. *Dunelm*, 507 tons, Capt. Ross, 65 days from Liverpool, bound for Valparaiso, put into this port leaky on the 13th inst.—The Fr str. *La France*, which left this port on the 15th instant for Marseilles with coffee, put into Bahia on the 17th inst. for coals.—The Am ship *Thomas Dyer*, 1,445 tons, Capt. Sisson, 135 days from New York, bound for S. Francisco, put into this port in distress on the 15th inst.—The Am ship *Manuel Laguna*, 1,733 tons, Capt. Stock, pole, from New York, which put into this port on the 6th instant, left on the 14th inst. for S. Francisco.—The Am bk *Laurens*, Capt. Snow, which entered this port in distress from Hamburg on the 4th April, having finished her repairs, left for Hongkong on the 19th instant.—The *Blonde*, Capt. Evans, from Cardiff for Rio Grande, put into Miford on May 18th with six stanchions and rail carried away. She will be taken to Castle Pill to repair damages.—The Am str. *Mississippi*, 1,320 tons, Capt. Holmes, 24 days from New York, bound for S. Francisco, put into this port for coals on the 15th inst. and proceeded on the 18th inst. for S. Francisco.—The Br. *Adrian*, Capt. Jones, from Macao for Boston on February 12th with sugar, was abandoned very leaky on April 26th in 31° N, 89° W. The crew was taken off by the Ital. bk. *Amor Fido* from New Orleans and landed at Genoa on May 16th.—The Br bk *Duchess of Lancaster*, Capt. Roberts, from Greenock for Rio de Janeiro, in going out from her anchorage at Lamash, on the morning of May 21, stranded on the west side of Holy Island but got off the same evening and anchored in the bay. She was making no water.

FREIGHTS:

Steamers:

Channel f. o.....	45—55
Lisbon f. o.....	35—55
Gibraltar f. o.....	45—55
T. S. North.....	30—55
Ilo South.....	30

London..... 60y

Liverpool..... 50y

Antwerp..... 50y

Havre..... 60y

Bordeaux..... 60y

Marseilles..... 60y

New York.....

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The list of events is as follows:

- 100 yards flat race. All scratch.
- 220 " " Handicap.
- 440 " " " "
- 600 " " " "
- 880 " " " "
- 120 " Hurdle Race. Handicap.
- High Jump.
- Pole Jump.
- Hop, Step and Jump.
- Bicycle Race.
- Children's Race.
- Mixed Men's Race.
- Sack Race.

Intending competitors are requested to register their names on or before the 31st instant at Rua dos Pescadores, No. 20.
By order of the committee.

II. K. BRODIE,
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City of Pará	Capt. Crowell	Sept 29	Oct 5

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DATE	STEAMER	DESTINATION
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July 9	Douro	Southampton and Antwerp via Bahia, Macao, Pernambuco, and Lisbon.

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Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of The News beg leave to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory and so commensurate for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

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